

The *Falcon* News

We Wish You
A
Merry Christmas

and
A Happy
New Year!



VOL. 7, NO. 5

DECEMBER 1985

FALCON CLUB OF AMERICA

P.O. Box 113
Jacksonville, AR 72076

FIRST CLASS MAIL

00001
ROY E SWORD
629 N HOSPITAL DR
JACKSONVILLE
AR 72076



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Season's Greetings

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (\$20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

Editors: Bill & Kathy Woodell, Rt. 4, Box 536, Searcy, AR 72143.
Phone (501) 268-1470 or 268-8574.

Assistant Editor: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076.
Phone (501) 982-1029.

Partsmaster: Dave Jones, P.O. Box 565, Parachute, CO 81635 (SASE required for reply).

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024.

BOARD OF DIRECTORS (Number of years in term)

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212 (5).

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134 (4).

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI, 48827 (3).

Tom O'Dell, 417 Valley View, East Alton, IL, 62024 (2).

Shrable Williams, Rt. 5, Box 999, Benton, AR, 72015 (1).

REGIONAL DIRECTORS

EASTERN: Steve Springer, 5500 Landmark Dr., Charlotte, NC 28226.

CENTRAL: David Humes, P.O. Box 16, Oakwood, IL, 61858.

MOUNTAIN: Carl MacDonald, 1765 Carmel Drive, Colorado Springs, CO, 80910.

PACIFIC: Charles N. Johnson, 15236 - 118th Ave. N.E., Bothell, WA 98011.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

THE FALCON CLUB STORE

| | |
|---|---------|
| Falcon Club of America T-shirt (short sleeve, white w/red trim) | |
| Adult - S, M, L, XL; Child's - S, M, L | \$7.00 |
| Sweatshirt (grey w/blue FCA logo) S, M, L, XL | \$13.00 |
| V-neck Jersey (white/red stripe trim) FCA logo, S, M, L | \$10.50 |
| Golf Shirt (white/navy trim) FCA logo, S, M, L | \$13.00 |
| Golf Shirt (light blue/FCA logo/pocket) S, M, L, XL | \$13.00 |
| Hat - ball style w/FCA patch | \$6.50 |
| Convention Booklets (1980, 81, 82, 83) | \$.50 |
| Books: 1960-63 Reproduction Shop Manual (includes V-8) | \$30.00 |
| <i>FALCON</i> by Ray Miller (covers all Falcons - Hardcover cover - 320 pgs.) | \$35.00 |
| <i>The Ford Falcon - 1960-1963</i> by Phil Cottrill | \$16.00 |
| Decal (National Club window decal) | \$1.25 |
| Patches: National Club patch (3" round) | \$2.25 |
| Ford Falcon (oval, blue & gold) | \$2.25 |
| FALCON (rectangular, red & gold) | \$2.25 |
| Memo Pad (FCA imprint) | \$.50 |
| Ball Point ("FCA - The New Size Ford" imprint) | \$.75 |
| Falcon Fender Cover (24" x 48" w/Falcon imprint) | \$16.50 |
| Tire Key Chain (center FCA logo) | \$1.25 |
| Poster - (24" x 36") 28 color pictures of Falcons | \$4.00 |
| License Plate (Falcon Club of America - white/red letters) | \$4.50 |
| Bumper Sticker (I [heart] My Falcon) | \$1.75 |
| Pins - Hat Tacks: Falcon Bar (red, white, blue) | \$2.25 |
| Falcon Bar (smaller size) | \$2.25 |
| Falcon Script (silver) | \$2.25 |
| Falcon Script w/year 1960, 61, 62, 63, 64, 65 | \$2.25 |
| Silhouette of: 1960-63 Ranchero | \$2.25 |
| Econoline Pickup | \$2.25 |
| 1963 Hardtop | \$2.25 |
| 1964-65 Hardtop | \$2.25 |

New — National Falcon Club of America 9" Patch for Jacket \$6.00

State size, U.S. Postage paid — Canada & foreign orders please send money order and include \$2.00 postage. Please make checks and money orders payable to: Falcon Club of America.

Send all orders to: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

PARTS FOR SALE (Cont.)

Falcon 1960-1970 N.O.S. upholstery fabrics. Original cloth and vinyl yardage. Send sample for match-up. Original 80-20 rayon-nylon loop carpet sets, headliners and trunk mats. SASE please. Original Auto Interiors, 7869 Trumble Rd., St. Clair, MI 48079. Phone (313) 727-2486.

PARTS WANTED

For 1964 Falcon Ranchero: Gas cap, steering wheel, horn ring, rear bumper (same as '64-'65 passenger cars), in good condition. Roger Van Houten, 2467 LaSalle Rd., Monroe, MI 48161.

For 1961 Falcon 2-door, 170 auto., model X: one C1DZ-3468-B Kit — front susp. lower arm strut. Two C0DD-5486-A Stabilizer Brackets with $\frac{3}{8}$ " bolt holes. Two C0DD-3468-F Struts — front susp. lower arm l and r, $\frac{5}{8}$ " - 18 x 3 $\frac{3}{4}$ thread. Also need front gravel shield (goes under front bumper), '61 only. Please send all info to: Mark L. Fristick, R.D. #2, Fernwood Rd., Wintersville, OH 43952.

For '64 Ranchero with deluxe trim: Gas cap with chrome strip, bright metal strip for the side of the right rear quarter panel. Glenn Fox, 1014 Oakmont Cir., Lynchburg, VA 24502, phone (804) 237-0016.

For '67 Futura Coupe: Desperate! Still need side chrome. Would like all pieces but especially need driver's side short piece on rear quarter panel. N.O.S. or excellent used. Would appreciate even knowing of any leads on these parts. Please write/call if you can help. Ray Roberts, 12272 W. Atlantic Drive, Lakewood, CO 80228-4426. Phone (303) 986-8932.

For 1966 Ranchero: Red dash pad. Larry Miller, 3869 Lipton Lane, Charlotte, NC 28212, phone (704) 545-5715.

MISCELLANEOUS

If anyone who participates in FCA activities anywhere, has a VCR camera, I will gladly pay for tapes of the meets, swapmeets, cars, and many other related Falcon programs. (V.H.S.) Michael G. Dudley, P.O. Box 181, Roseboro, NC 28382.

Falcon Toys and Promos For Sale: AMT '64 Falcon Sprint Convertible, kit #5114-150, $\frac{1}{25}$ scale, unbuilt, mint, \$55; Hubley #403 '61 Ranchero, mint, \$33; AMT '61 Ranchero, unbuilt kit, #T240, $\frac{1}{25}$ scale, mint, \$27; '64 Comet 2-door hardtop promo, excellent, \$29; made in Japan, tin cars: '62 Falcon 2-door wagon, American Airlines, \$24; '61 Falcon 4-door, must be seen, cute old lady's car, \$67; '63 Ford Galaxie Highway Patrol car, nice, \$29. Joe Bassett, 123 Martin Pond Rd., Groton, MA 01450. Phone (617) 448-6231.

CHAPTERS

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38134.

The Lone Star Chapter

Jerry Hutchinson, #1673, 2724 Townsend Dr., Ft. Worth, TX, 76110. For information call (817) 921-9258.

The Founder's Chapter

Linda Acrey, 1208 S. Center, Lonoke, AR, 72086.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

The Rocky Mountain Chapter

David Jeffries, 7965 North Lowell, Westminster, CO, 80030.

Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA, 98204.

Mid-America Chapter

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS, 66212.

Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE, 19933.

The Northeast Chapter

Milton Robar, Rt. 67, Warren Rd., Palmer, MA 01069.

The Arizona Chapter

Pete Hoffman, 7523 Edgewater Circle, Mesa, AZ, 85208.

The Alamo Chapter

Alvin R. Harris, 16410 Spruce Cove, San Antonio, TX 78247.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI, 54911.

The Suncoast Falcon Chapter

Steve Lee, 340 High Street, Tarpon Springs, FL, 33589.

The Southeast Chapter, Gary Goddard, 1586 Hwy. 212, Conyers, GA 30208. (404) 483-8756.

The Mile High Chapter

12272 Atlantic Dr., Lakewood, CO 80228, (303) 986-8932.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA, 92077.

The Ford Falcon Club of Los Angeles, 4724 N. Palmag, El Monte, CA, 91731.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA, 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN, 55110-6466.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

This month I'd like you to notice what some of your dues increase is doing — such as this double issue of *The Falcon News*. We hope to do this at least a couple of times a year if we can get enough information from you the members.

Looks like Colorado is a very lucky state. They will be the first with two chapters. The Denver area has applied for a chapter and this should all be granted in the very near future. I have talked to the Rocky Mountain Chapter which covers the Pueblo and Colorado Springs area, and they are looking forward to this so they can have joint meets. The two chapters working in harmony can sure be a big asset to the FCA.

The new chapter has asked to host the 1987 National Meet in Denver, CO, and I have advised them that this will have to come up before the Board at the 1986 Meet in Wisconsin for the final decision.

I would like to thank Ray Roberts for the article he wrote on national/chapter relations in *The Falcon News* last month. As always, the National is here to support the chapters in any way possible.

We ask for the chapters to use the newsletter to let people know about your meets. After you have had them, let the editor have a write-up and a couple of pictures for *The Falcon News*. For those of you who are in chapters, plan meets with other car clubs, let the Falcons be seen, let the people know that we want our Falcons to be seen. Be proud to be a Falcon owner.

I would like to say that the Founder's Chapter just put on a great meet in Hot Springs, AR. So if any of you out there is interested in hosting a regional meet, you can have a great time, meet some of the best people in the world (Falcon owners), and see some beautiful cars. Just contact your Regional Director and me about it.

Hoping you will have a Merry Christmas and Happy New Year,

Roy E. Sword, President, FCA

★ ★ ★ 1986 7TH ANNUAL NATIONAL MEET UPDATE ★ ★

The North Central Falconeers chapter wants your help. They would like to know what you want at the National. Some of the things they have in mind are: different types of seminars, different types of tours, and if so, what. They also need to know if anyone would like to help do a seminar for them. Please send your ideas to: Jim Sommerfield, 6720 W. Adler, Milwaukee, WI 53214, or call (414) 257-3190.

PARTS FOR SALE (Cont.)

Carpet Sets: 80/20 original loop curl. O.E.M. specifications. Heel pad, serged edges, all stock colors, \$135 ppd. Special for Dec. and Jan. — 1963-1965 conv. with bench seats — auto., in black, 80/20, only \$120; and '63-'65 conv. w/buckets and 4-speed, \$120, in black. All carpets first quality. Also have 1965 owner's manuals, \$8.50 ppd. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601. Phone (914) 471-7769.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions, steels), front and rear seals, sealing rings, \$52. Specify engine size and year. Bands \$30 each; adjustable modulator, \$8. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands, and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. (617) 449-2065, evenings.

Parting out '63 Futura Hardtop, '64 V-8 Hardtop, and '65 4-door Futura. Padded dashes, Dagenhams, and a complete air conditioning unit for 6 cyl. car. Send SASE with needs to Brian Lukas, 1107 Curtis St., Albany, CA 94706, or call (415) 525-9226 evenings.

'64-'65 parts: trunk lid, \$25; convertible (hardtop too?) gas tank, \$40; '64 taillite lenses w/b.u., \$10 pr.; convertible outside windshield trim (6 pieces), \$30 set; 2 convertible boots, \$15 and \$30; and many more miscellaneous used parts. Please call or write for list! Bill Kuecks, 1231 San Simeon, Hanover Park, IL 60103. Phone (312) 289-4929 evenings.

'61 N.O.S. grille, \$28; '63 Sprint spoke hubcaps, last set, \$50; '63 Galaxie N.O.S. spoke hubcaps, new - \$225 set, used - \$80 set; '62 used grilles, 3, \$50. Joe Bassett, 123 Martin Pond Rd., Groton, MA 01450. Phone (617) 448-6231.

Fender ornament C2DB-16A105-A-LH, \$10; horn ring C0DF-13A800, \$10; taillight lens SAE-TSDB-62BFD, \$3; May 1964 *Saturday Evening Post* (full-page color Mustang advertisement), \$10; parting out 1965 66A ranchero (or sell titled and towable body for \$400, send SASE for description, \$1 for photographs). Skip Goddard, 2625 West Virginia, Tucson, AZ 85746.

Two N.O.S. C5DZ-1130-D wheel covers 13 inch, they have a 3-bar spinner with red center, \$70 includes shipping. C5DZ-6204774-A radio plate for dash of '65 Falcon N.O.S., not a rechrome, \$40 includes shipping. 2 N.O.S. 1965 taillight lenses with back up lights, \$25 includes shipping. Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827. Phone (517) 663-4263.

CARS FOR SALE (Cont.)

1964 Falcon Sprint Convertible. One of 3652 units produced by Ford in 1964. Equipped with 260 V-8 with dress-up kit, auto, radio and heater. Color is white with black conv. top and brand new red bucket seat interior. The following items are new: tach and clock (mounted on dash), tires, complete exhaust system, rocker mouldings and some side mouldings. This auto is original and correct in every way but still needs a little more work and some assembly. Price is \$3,750 or best offer. Principals only. Bob Young, Wakefield, MA. Phone (617) 245-2577.

1963 Falcon Futura Convertible, 260 V-8, Bench, Automatic, Very good original condition. Interior like new, runs excellent, new top, needs some lower rear quarter panel work. \$3,000 or best. Brian Knox, 1825 Southwood Dr., Mishawaka, IN 46544. Phone (219) 259-7457.

1965 Ford Falcon Sprint Convertible, V-8, 289 3-speed auto, 65,000 mi. on odometer. Original S. California car, with owner's manual, perfect body, all original trim and accessories. Best offer over \$5,000. Jerry Bonebrake, phone (415) 769-1099 evenings, (415) 829-7622 days.

LEAD ON CAR

1963 Futura Convertible, 6 cylinder, 4-speed trans. with bench seat, interior upholstered in white vinyl. Best offer over \$1,750. Glenn Fox, 1014 Oakmont Cir., Lynchburg, VA 24602, phone (804) 237-0016.

CARS WANTED

1963½ Futura Sprint Convertible. Automatic. Excellent interior and intact trim. Will pay top dollar for real beauty. Sherry Justus, 406 Avenue I, Brooklyn, NY 11230. Phone (212) 333-4184 9 a.m. to 5 p.m.

PARTS FOR SALE

'65 complete taillight assemblies w/back-up lens \$40 pr.; '64-'65 Ranchero taillight buckets, \$20 pr.; '64-'65 horn button, \$10; '63-'64 Futura right arm rest, black, \$10; '65 windshield washer bag, \$5; '65 headlight rims, \$6 pr.; '64-'65 rear seat speaker grille, \$15; '64 260 V-8 emblems, \$8 pr.; '60-'61 white pushbutton radios, \$25 ea.; '60-'61 seat belts, \$15 set; '60-'63 Ranchero script, \$10 pr.; '63 st. wagon fender emblems, \$10 pr.; Borg-Warner 4-speed bell housing, \$25. All parts in excellent condition, shipping extra. Rick Dilks, 307 N. Castle, Paola, KS 66071. Phone (913) 294-2599.

EDITOR'S NOTE

We hope you enjoy this special Christmas issue. Keep those articles and pictures coming in. Thanks to all participants in this newsletter.

We extend to all of you a Happy Holiday Season.

Bill & Kathy Woodell

CALENDAR OF EVENTS

DECEMBER 2, 1985

The Southeast Chapter will hold an officer's meeting at 7:30 at the home of Wanda and Gary Goddard. Everyone is welcome to attend.

DECEMBER 7, 1985

The Founder's Chapter will have a Christmas party at the home of Roy & Pat Sword. This meet will be a potluck style with the meat being provided by the chapter. All members are asked to bring an exchange gift, men's for men, ladies' for lady, etc., priced \$3.00 and under.

Meet will start at 5 p.m. with dinner at 6 p.m. So be sure to come on out and enjoy the Christmas party with everyone. Please call Pat or drop a line if you plan to attend so she can make plans for this party. Call or write Pat Sword, 629 N. Hospital Drive, Jacksonville, AR 72076, phone (501) 982-1029.

JANUARY 5, 1986

The Northwest Falcon Chapter will hold a meeting at Max Appelgate's home. Call for more details.

JUNE 28, 1986

Third Annual Heritage Square Falcon Show — Mountain Region regional meet. All day show. No registration fee, all Falcons welcome. For additional information contact Mile High Falcons Chapter, 12272 W. Atlantic Drive, Lakewood, CO 80228-4426.

CALENDAR OF EVENTS (Cont.)

DISCOVER WISCONSIN IN 1986

The North Central Falconeers, as your hosts at the 1986 National F.C.A. Convention in August in Wisconsin, invite you to start thinking about planning to attend — and *Discover Wisconsin* while you're there! Each month we will try to tell you a little about a lot of things you can add to your trip to wonderful Wisconsin next summer!

Wisconsin has a warm welcome ready for you. For over a century of summers, vacationers have discovered rest, relaxation and recreation here, and they keep coming back for more. Season after season, year after year.

Escape to Wisconsin for a special summer next year — resorts, camping, fishing, antiquing, hiking, canoeing, climbing, biking, sightseeing . . . You get the idea! In Wisconsin, there's no limit to the summer fun — more information and ideas coming in future issues . . . watch for it, and start thinking about joining in on all the fun and the "Great Escape" to Wisconsin next August.

*We'd love to have you—
The North Central Falconeers*

MEET REPORTS

Northwest Falcon Chapter

The Northwest Falcon Chapter enjoyed the video of the National Meet at Kansas City at our November 3 meeting. Our club is proud to have Charlie Johnson as an FCA Regional Director. We now have 23 members in our club. Our next meeting is at Max Appelgate's on January 5, 1986.

The Gateway Chapter

The October meeting of the Gateway Chapter was held at the Bonanza Sirloin Pit in St. Charles, MO. There were 19 members present. A report was given on a car show held in St. Charles and attended by some of the members. It was decided to have a Christmas party on Dec. 29 at Bonanza. Some plans and ideas were discussed for a regional to be held sometime in May. Some of the members made plans to help another member rebuild his engine. Tom O'Dell announced that he would show slides from the National Meet at the November meeting. Some members said they would be going to the regional in Hot Springs.

Officers elected last month are: Tom O'Dell, President; Ellen O'Dell, Secretary; Ed Siego, Treasurer; and Sue Tribout, Corresponding Secretary.

CARS FOR SALE

1960 Falcon 2-door Station Wagon, rare, excellent condition, new radial tires, carpet, headliner, seat covers, was on display at the National Convention in Kansas City, drive anywhere, \$1,200. Rick Dilks, 307 N. Castle, Paola, KS 66071. Phone (913) 294-2599.

1964 Falcon Tudor, beige with 170, rebuilt 6/83, new tires, cragar rims, automatic. Asking \$1,500 or best offer. Sheila Armstrong, 1104 Pleasant St., Lake Geneva, WI 53147. Phone (414) 248-0575 after 5:00.

1961 Falcon 2-door Sedan, 170 manual, rebuilt front end, (incl. 4 N.O.S. control arms w/Bushings), no rust, new paint, Ziebart rustproofing, new tires, tinted windshield, new stock fabric (headliner, seat), new cooling, braking, starting, charging systems, more. Extra parts, receipts, antique status Jan. 1! \$1,850, negotiable. Diane M. Alder Weidle, 1252 Boland Place, St. Louis, MO 63117. Phone (314) 647-3969.

1961 Deluxe Four Door, new tires, brakes, muffler, heater core. Beautiful, clean, straight, shiny body with no rust at all. Excellent interior. 170 engine and automatic. Starts, runs and drives perfect. \$2,750. R. M. Vincent, Rt. 1, Box 129B, Louisville, NE 68037. Phone (402) 234-3505.

1963 Falcon Convertible, Bright Red, Excellent Condition, 6 cyl. Automatic. \$2,100. Robert Grahl, Glens Falls, NY. Phone (518) 792-1704.

1965 Falcon Futura Convertible, 6 cyl, auto. trans. Body and top white with red carpet, upholstery and boot. Body completely renovated and painted. A rebuilt engine has 6,200 miles on it, also good tires, transmission, conv. top motor. Has an A.M. radio and a spare dust cover for storage. Asking \$4,500. Will refund return airline ticket cost to buyer who flies in and drives out. William S. Jones, 3622 S.E. 166th Place, Portland, OR 97236. Work phone 8 a.m. to 5 p.m. — (503) 639-8612, ext. 509. After 6 p.m. — (503) 666-3913.

1964 Falcon Sprint Hdtp., auto, bench, rebuilt 260, new brakes, shocks, u-joints, exhaust, tires, rust free body, new headliner, rugs, radio and many other items. Red w/black int. \$3,250 documented invested. Will sell for nearest offer. Call after 5 p.m. — (413) 283-3132.

1961 Falcon Station Wagon, 3 speed, good condition, needs motor, \$350. Vince Hrenchir, Route 2, Box 190, Berryton, KS 66409. Phone (913) 862-0225.

1962 2-door Falcon, 6 cyl.; **1962 4-door Falcon**, 6 cyl.; **1962 2-door Falcon**, 6 cyl.; **1970 2-door Falcon**, 6 cyl.; **1968 2-door Falcon**, 8 cyl. Must sell, but do not want to junk. Robert J. Bird, 135 Elm St., West Orange, NJ 07052. Call Skip after 7 p.m. at (201) 325-0864.

Merry Christmas, FALCON lovers! Another whole year has passed and it's time once again to get the imagination working and locate just the right Xmas gifts! Well, don't forget about the FALCON! We can make all kinds of suggestions, from stocking stuffers to crate size. For instance, how about new dome lens (\$4.00) and bezel (6.00), rubber visor tips (2.00ea) or pins and tip (6.00ea), heater foam kits (6.00 & 15.00), 62/63 deck lid plastic replacement kit (20.00ppd), headliner (38.50), top boot (55.00ppd), 63 reproduction shop manual (30.00), 64 reproduction shop manual (45.00), convertible front emergency brake cable (50.00), reproduction 63 or 64 tailgate steerhead emblem (35.00), 64/65 reproduction compass (25.00), 65 grille emblem (22.50), 60/64 key blanks (4.00/set, 7.00 for two), reproduction 63/64 Futura gas caps (30.00), reproduction 65 Futura gas caps (40.00), 65 reproduction gas cap plastic replacement center (22.50), hardtop & convertible quarter window door jamb seals (15.00/pair), glove box liner (12.00), trunk mat (20.00), spare tire cover (10.00), jac-pac (7.00), new fresh air duct (25.00), lens gasket sets (10.00), 62/63 tail light body seals (12.00/pr.), 64/65 tail light body seals 16.00/pr.), repo washer bags (10.00, 20.00), excellent reproduction carpets (135.00ppd), 63 grilles (70.00), 64 grilles (80.00), 65 grilles (80.00), suspension, steering components and this is only a small sampling of the many items we usually have or can get. And there's always NOS and some good quality used parts. Nine times out of ten we've got the part or can get it. Our prices are competitive and there's something to fit anyone's budget. And what a nice way to treat yourself or someone you know at Xmas by getting that special FALCON one step closer to being the best one on the block. Your FALCON will enjoy it too! With Next Day Air and 2nd Day Air, there's still plenty of time to get something special or just something you've been needing. We'd also like to wish all our customers - old and new - a very Merry Xmas! And to help express our appreciation for your support and patronage over the last year, we have some small Xmas goodies for our first 100 customers with purchases over \$20.00. Please call or write with your specific needs; we do not have a catalog. (The Great Catalog Debate continues; more on that later.) Northwest Classic Falcons, 1964 N.W. Pettygrove, Dept. FCA, Portland, OR 97209 PH: 503-241-9454 VISA/MC/AE accepted. Have yourself a Merry Falcon Christmas!

P.S. How about the ultimate in a Xmas gift? A 63 Futura Sport Convertible, white with red interior in excellent original condition. It's one of the nicest original cars we've seen in a long time. If interested, call or write for details.

Ron & Jean Boesl
(503) 241-9454

NORTH WEST CLASSIC
FALCONS
If I Don't Have It, I'll Find It
Comet Parts Also

1964 N.W. Pettygrove
Portland, OR 97209

MEET REPORTS (Cont.)

The Southeast Chapter

On Monday night, November 4, 1985, we had our monthly officer's meeting at the home of Wanda and Gary Goddard. We discussed our accomplishments over the past year. Some of our activities of the year were two picnics at Stone Mountain Park, a car show at Cleveland, GA, a meeting at a steak house, a cookout and swim party and a picnic at Indian Springs State Park. Our chapter will be one year old in February, and we now have 40 members. At our officer's meeting we discussed plans for 1986. In January we will meet at a steak house. Later in the year we will attend car shows at Cleveland, Elberton, and Rome, GA. We hope to have joint meetings with the Suncoast and Dixieland Chapters. We also plan a cookout and swim party and show at a local Ford dealer. We are going to have a spring meet in Warner Robins, GA, and attend the Georgia Street Rod Show in Lawrenceville. We're looking forward to a great year.

'BIRDS' OF A FEATHER PARK, TALK AND FEAST TOGETHER

Reprinted from the Bradenton Herald, Bradenton, FL, October 28, 1985.

The small band of loyalists who had gathered at Bayfront Park Sunday afternoon all had a chance to listen to the advertisement on the portable tape player. "Every 30 seconds of every working day, someone buys a brand new" — the dated advertisement began, pausing for a drum roll and a sense of drama — "Ford Falcon."

The Falcon, it claimed, was the "lowest priced six-passenger car on the market" and "costs as little as a penny a mile to drive" because it gets as much as 30 mpg. Try getting a gallon of gas for 30 cents today. For that matter, try buying a new Falcon, a car which hasn't been produced in 15 years.

Sunday, Falcons were the center of attention at the picnic held by the Suncoast Chapter of the Falcon Club of America. The only Manatee County members are Harriett and Russ Hoeksema. The area chapter has but 18 members, some who came from Tarpon Springs, Orlando and Tampa.

"The Falcon is going to eventually get to be a rare car," said Harriett Hoeksema, of 4519 56th St. W., the secretary-treasurer of the chapter. The economy car from the 1960's may not be in the same class as vintage Ford Thunderbirds, Mustangs or Model-T's, but its popularity is going to soar in the future, club members contend. National membership now exceeds 2,000, chapter President Steve Lee of Tarpon Springs said. The Falcon has become a collector

'BIRDS' OF A FEATHER . . . (Cont.)

car for the working man, members said. Practicality was its big feature 20 years ago — and that feature still stands out today. "When you have cheap collector's cars, you can afford more than one," said Russ Hoeksema, who, with his wife, has four. "They're simple enough that an average individual can fool with them."

Ford manufactured the Falcon line between 1960 and 1970, Lee said. The basic design shifted in 1970 and the car name was changed to Torino, signaling the end of an era, he said. "They're still being made in Australia," under the Falcon name, Russ Hoeksema said, indicating there are plans to import the cars to the United States. "Who knows what they're going to look like?"

"I like the lines of it better than the Mustang," Marshall Foxworthy of Tampa said of the Falcon. Foxworthy started with a hand-me-down 1965 station wagon that belonged to his parents and now owns six models of the car. "You can still get good deals," Foxworthy said. He recently purchased a 1963 Falcon Sprint with only 33,000 miles on it for \$4,500, and models in poorer condition would sell for much less, he said.

BIG REGIONAL MEET PLANNED

Contributed by Ray Roberts

At this year's National Meet in Kansas City there was a lot of interest in having the National held in Colorado. We were flattered that you all showed so much interest in our beautiful state and we're sorry that we could not accommodate you for 1986. The good news is that at the 1986 National Meet we will make a presentation to host the 1987 National Meet here in Colorado.

We do want you to know that although there will be no National Meet in Colorado in 1986, we do offer our annual Heritage Square Show for your enjoyment. This coming year will be our third show, and promises to be even better than last year. Both years we have had around 40 Falcons on display in the mall area and another 20 or so on display near the swap meet area. These extra Falcons draw much interest in that people have the opportunity to see Falcons going through restoration and can easily see that a rough every-day Falcon can readily be transformed into a beautiful Falcon like those on display in the mall.

The swap meet took a quantum leap this year in number of vendors and quantity of Falcon merchandise. The Falcons-for-sale section also grew and one chapter member took a dog-eared '63 offering and has turned it into a very nice car. Two other cars sold to interested parties who have since also become chapter members.

| MODELS AND PRICES | | | | | DIMENSIONS ⁽¹⁾ | | |
|-------------------|--------------------|-------------------|--------------------------|------------------------|---------------------------|-----------------|----------------|
| | Standard* | | Futura* | | Wheel-base | Over-all Length | Over-all Width |
| | 2-door | 4-door | 2-door | 4-door | | | |
| Sedans | \$2020 | \$2082 | \$2144 | \$2192 | 109.5 | 181.6 | 71.6 |
| Hardtop | | | 2226 | | 109.5 | 181.6 | 71.6 |
| Convertible | | | 2481 | | 109.5 | 181.6 | 71.6 |
| Station Wagons | 2333 | 2367 | Futura (4-door) \$2506 | Squire (4-door) \$2665 | 109.5 | 190.0 | 71.6 |
| | Station Bus \$2342 | Club Wagon \$2491 | Deluxe Club Wagon \$2665 | | 90.0 | 167.5 | 75.3 |

*Prices shown are for models equipped with standard 105 hp 6-cylinder engine, except for Futura and Squire station wagons. The 120 hp Six is standard on these two models. To determine price with standard V-8, add \$153.10 to models with 105 hp Six or \$108.00 to models with 120 hp Six.
(1) In Inches

MAJOR OPTIONS AND ACCESSORIES

ENGINES ■ 105 hp Falcon "6" (170 cu.-in.)—Standard "6" ■ 120 hp Special "6" (200 cu.-in.)—\$45.10 over Standard "6" (standard on Futura and Squire station wagons) ■ 200 hp Challenger V-8 (289 cu.-in.)—Standard "8"

TRANSMISSIONS ■ 3-Speed Manual—Standard on "6's" ■ 3-Speed Manual Fully Synchronized—Standard on "V-8's" ■ 4-Speed Fully Synchronized with Floor Mounted Stick Shift (optional on V-8 only)—\$188.00 ■ Cruise-O-Matic (optional on all models)—\$172.30 on 6-cylinder Models; \$182.20 on V-8 Models

POWER EQUIPMENT ■ Power Steering—\$86.30 ■ Power Tailgate Window (station wagons)—\$29.75 (standard on Squire)

RADIO ■ Push Button All Transistor AM—\$58.50

COMFORT AND APPEARANCE ■ Ford Air Conditioner—\$257.50 (not available with 4-Speed Transmission) ■ Sprint Package (includes 200 hp V-8, front bucket seats and front fender emblems)—\$226.00 ■ Dividing Console (mandatory with Sprint package on convertible; optional with hardtop)—\$51.60 ■ Front Bucket Seats (6-cylinder hardtop)—\$68.90 ■ Full Tinted Glass—\$27.00 ■ Vinyl Roof—\$75.80 (hardtops only) ■ White Sidewall Tires—6.00 x 13—\$29.90 ■ Wheel Covers—\$16.00

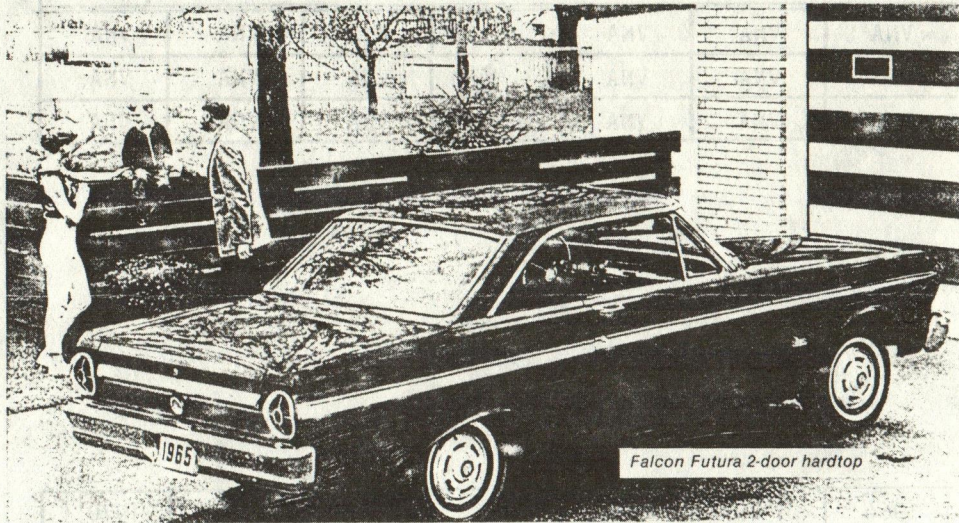
SAFETY EQUIPMENT ■ Front Seat Belts—Standard ■ Padded Dash and Visors—\$21.80 (\$17.30 on convertible since padded visors are standard) ■ Visibility Group (remote control outside mirror, inside non-glare mirror, 2-speed electric wipers and windshield washers)—\$36.60

Falcon for 1965 is the "savingest," yet liveliest Falcon of all. The savings begin with its low initial cost . . . multiply as the miles go on. A new standard 105 hp six gives the '65 Falcon more "go," and yet, teamed with optional 3-speed Cruise-O-Matic, delivers up to 15% greater fuel economy than former Falcons. For the performance minded, there's an optional 120 hp six . . . and even a 200 hp V-8. Take a test ride. Falcon is still head and shoulders above other compacts. The ride is soft . . . the handling better than ever. Fuel tank capacity is increased, exhaust system and power steering improved. Battery-saving alternators are standard. For all its utility, Falcon still stands for fun. Take your choice from 13 models.

All prices shown are manufacturer's suggested retail prices.

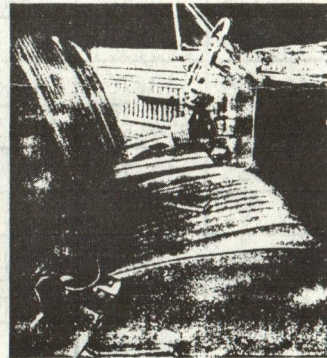
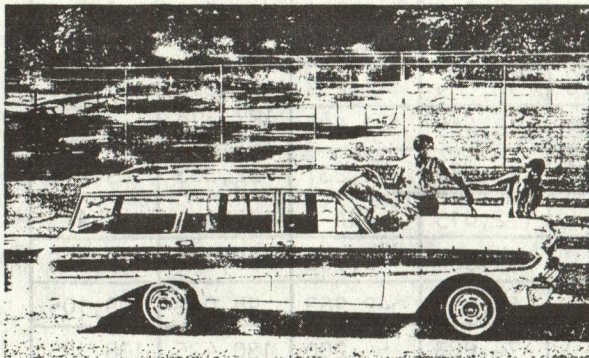
1965 FALCON SPECIFICATIONS

Contributed by Ken Kowalk



Falcon Futura 2-door hardtop

Falcon is more convenient than ever to own in 1965, thanks to its gas-saving and service-saving features. New front end styling enhances the forward thrust of the hood. The Futura convertible's "go" is as good as its looks . . . with all Falcon's traditional spirit and sparkle. The class among compact station wagons continues to be the Falcon Squire, with handsome simulated wood side panels. The plushest of compacts, Falcon still is as practical as can be. Despite its low price, Falcon offers all of Ford's famous Twice-a-Year Maintenance features. Interiors are tasteful and tough.



So, although the '86 National is to be held in wonderful Wisconsin, you may come visit us in Colorado in your Falcon and have a great time with us. Heritage Square is in Golden, Colorado, right at the foot of the Rocky Mountains and there are a large number of exceptional hotels/motels in the area. Heritage Square is a special interest shopping center full of unique shops and restaurants. There is also an amusement park at the square with entertaining rides for all ages and a nice narrow gauge railroad with an assortment of locomotive power, including steam locomotives. Heritage Square is also the home of William G. Oakley's famous Heritage Square Opera Company known for its fun melodramas.

Coors Brewery is a short drive up the road and offers an interesting tour of its facilities. The Colorado Railroad Museum is also close by, with its noted collection of railway locomotives, cars, and items. Also visit historic Central City a few short miles up the Clear Creek Canyon.

Come share your Falcon with us on June 28, 1986! Have a sneak preview of the 1987 Falcon Club of America National Meet! See you June 28! Also see you August 15, 16 & 17 in Wisconsin!

Mile High Falcons Chapter / Rocky Mountain Chapter

TECHNICAL TIPS

From member Alfred E. Oswald, Jr., Bergenfield, NJ

The other day, the gas gauge on my 1963 Falcon stopped working at the half full mark. I first checked the gauge unit, per instructions from my shop manual, and found it to be okay. As for the sending unit, the manual said to replace it, and if it worked the old one was defective. But I did not have another unit, nor did I wish to buy one at \$35. So I decided to take the old one apart. After draining the gas tank and removing the unit, I pried the tabs up so that it would come apart, and immediately saw the trouble.

The copper sliding contact had worn down and caught in the resistance coil. First I checked the coil with an OHM meter and found it good (as long as the meter showed that there was continuity from one end to the other, the coil had not been damaged). Regarding the sliding contact, I soldered a small piece of .006 beryllium copper (half hard) to the end of the contact, making sure that the area that slides on the coil has a small radius there. After putting everything back together I found that it worked perfectly, and that I had saved an original part.

A "FALCON" STYLE CHRISTMAS

Twos the night before Christmas and all through the garage, not a creature was stirring, not even a bird. The wheels were all hung by the workbench with care, in hopes that Saint McNamara soon would be there. The Falcons were parked all snug in their spaces, while visions of new parts danced in their engines. And I in my nightgown, and Ron in his robe, had just settled down for a short nightcap. When all of a sudden in the street there arose such a roar, that we ran to the window to see what all the commotion was for. The moon on the crest of my quiet little street gave a luster of midday to objects outside. And what to my wondering eyes should appear, but a miniature Ranchero and eight tiny "birds". With a little old driver so lively and quick, I knew in a moment it must be St. Mac! More rapid than eagles his coursers they came, and he whistled and shouted and called them by name. "Now Tudor, now Fordor, now Futura and Sprint; on Comet, on Caliente, on Cyclone and Squire. To the end of the drive, to the door of the garage, now drive away, drive away, drive away all!" As leaves before the wild hurricane fly, when they meet with all obstacles get to the sky, so down my driveway the coursers they sped. With a Ranchero full of parts and St. McNamara too. And then in a twinkle I saw in my drive, the pulsing and rolling of each little wheel. As I ran out the door to confront this apparition, in my garage St. Mac went with a bound. He was dressed in coveralls from his head to his foot, and his clothes were covered with grease and black dirt. A bundle of parts he had flung on his back, and he looked like a peddler just opening his pack. His eyes how they twinkled, his dimples how merry, his cheeks were like roses, his nose like a cherry. His droll little mouth was turned up like a bow, and the beard on his chin was as white as the snow. The stump of a pipe he had tight in his teeth. And the smoke it encircled his head like a wreath. He had a broad face and a little round belly that shook when he laughed like a bowl full of jelly. He was chubby and plump, a right jolly old elf, and I laughed when I saw him in spite of myself. A wink of his eye and a twist of his head, soon gave me to know I had nothing to dread. He spoke not a word but went straight to his work, and filled all the wheels, then turned with a jerk. And laying his finger aside of his nose and giving a nod, back down the driveway he strode. He sprang into his Ranchero and to his team gave a whistle, and away they all drove like the down on the thistle. But I heard him exclaim as he drove out of sight, "Merry Christmas to all and to all a good night!"

From Ron and Jean Boesl, North West Classic Falcons

| 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 |
|------|------|------|------|------|------|------|
| VNA | VNA | VNA | 100 | VNA | VNA | VNA |
| VNA | VNA | VNA | 431 | VNA | VNA | VNA |
| VNA | VNA | VNA | 42 | VNA | VNA | VNA |

| 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 |
|---------|--------------------|---------|--------|---------|--------------------|--------------------|
| 81,685 | 61,352 | 83,718 | 29,422 | 57,153 | 41,676 | 31,573 |
| 92,286 | 78,021 | 68,724 | 24,808 | 47,899 | 34,569 | 38,006 |
| 55,045 | 28,560 | VNA | VNA | VNA | VNA | VNA |
| 20,478 | 6,615 | VNA | VNA | VNA | VNA | VNA |
| 6,034 | 4,891 | UNK | 4,552 | 10,761 | 18,771 | 1,005 |
| 45,242 | 34,162 | 30,227 | 5,553 | 15,576 | UNK | 1,624 |
| 874 | UNK | VNA | VNA | VNA | VNA | VNA |
| 17,316 | UNK | FNA | VNA | VNA | VNA | VNA |
| 318,960 | 213,501 213,601 | 182,669 | 64,335 | 131,389 | 95,015 95,016 | 82,747 72,208 |
| 16,665 | 13,761 | 12,920 | 12,084 | 11,237 | 32,383 | 29,290 |
| 335,625 | 227,262 227,362 | 195,589 | 76,419 | 142,626 | 127,398 127,399 | 112,037 101,498 |
| 16,665 | 13,761 | 12,920 | 12,084 | 11,237 | 32,383 | 29,290 |
| 5,184 | UNK | UNK | 2,015 | VNA | VNA | VNA |
| 61,230 | UNK | UNK | 59,984 | 42,963 | 98,042 | 109,105 |
| 66,414 | UNK | UNK | 61,999 | 42,963 | 98,042 | 109,105 |
| 83,079 | 13,761 | 12,920 | 74,083 | 54,200 | 130,425 | 138,395 |

| ECONOLINE TYPE | 1960 | 1961 | 1962 | 1963 |
|------------------|------|------|------|--------|
| ECONOLINE PICKUP | | | | |
| 87A ST PU | VNA | FNA | FNA | 10,372 |
| 87B CT PU | VNA | FNA | FNA | 1,022 |
| ECONOLINE VAN | | | | |
| 89A ST | VNA | VNA | VNA | 47,119 |
| 89A CT | VNA | VNA | VNA | 1,501 |
| 89A ST PA | VNA | VNA | VNA | VNA |
| 89A CT PA | VNA | VNA | VNA | VNA |
| 89A ST CG | VNA | VNA | VNA | VNA |
| 89B CT CG | VNA | VNA | VNA | VNA |
| 89C ST DP | VNA | VNA | VNA | VNA |
| 89D CT DP | VNA | VNA | VNA | VNA |
| 89E ST DP | VNA | VNA | VNA | 3,359 |
| 89E CT DP | VNA | VNA | VNA | 98 |
| 89E ST WD | VNA | VNA | VNA | VNA |
| 89F ST WD | VNA | VNA | VNA | 5,376 |
| 89F CT WD | VNA | VNA | VNA | 332 |
| 89G ST CG | VNA | VNA | VNA | 1,153 |
| 89G CT CG | VNA | VNA | VNA | 88 |
| 89H ST PA | VNA | VNA | VNA | VNA |
| 89H CT PA | VNA | VNA | VNA | VNA |
| 89J ST ES | VNA | VNA | VNA | VNA |
| 89J CT ES | VNA | VNA | VNA | VNA |
| 89M ST DP ES | VNA | VNA | VNA | VNA |
| 89M CT DP ES | VNA | VNA | VNA | VNA |
| 89N ST WD ES | VNA | VNA | VNA | VNA |
| 89N CT WD ES | VNA | VNA | VNA | VNA |
| 89R ST CG ES | VNA | VNA | VNA | VNA |

TIPS FOR BEGINNING CAR COLLECTORS

From July 15, 1985 *Auto Week*, submitted by John Griswold of St. Charles, MO.

Like to begin assembling a car collection but don't know where to start? Rick Cole, president and founder of the Newport Beach Collector Car Auction has put together a top-10 wish list for 1985. These are the cars Cole believes represent the best opportunity for first-time collectors to obtain the greatest appreciation on their investment during the next five years:

1. Chevrolet Corvette, 425 horsepower only, 1966;
2. Jaguar Roadsters, 1962-1974;
3. Ford Thunderbird convertibles, 1964-1966;
4. Lincoln Continental convertibles, 1961-1967;
5. Pontiac GTO convertibles, 1961-1967;
6. *Ford Falcon convertibles, 1963 only*;
7. Lincoln Continental Mark III coupes, 1969-1971;
8. Mercedes Benz 190SL roadsters, all years;
9. Porsche convertibles, 1963-1965;
10. Pontiac Firebird convertibles, 1967-1969.

GRAPES OF WRATH?

I am a new member — got my car recently for \$550. It was rescued from a salvage yard in Ft. Lauderdale, FL. I plucked it out of an obscure *Auto Trader* ad.

After purchase, it was determined that it needed “A lot” of work to restore it plus *many, many* parts. I decided to sell it but I kept putting it off, and then . . . a '63 Futura surfaced. It has most of the needed goodies — door panels, knobs, good bumpers, etc. I'll be able to make a fairly low-buck restoration. An interesting happening:

At a social gathering a couple of months ago, I was talking cars with a friend and I mentioned that I had long wanted a '63 Sprint Convertible. I had a plain '63 Futura in 1963-66, but had really wanted a Sprint. Anyway, that *very* night, I stopped at a 7-11 for the latest *Auto Trader* and there it was! I guess I was determined to have that car!

The inside of it looks *terrible*. If *The Grapes of Wrath* had been written in 1984 this would have been the lead car heading west!

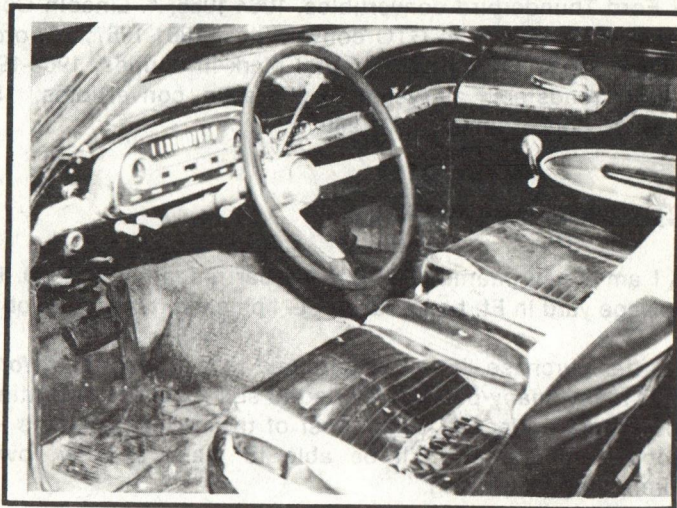
I had it brought to Miami on a flatbed. It runs - barely! After cleaning out the gas tank and fixing two holes with epoxy, I put new plug wires and plugs and fired it up. Shortest trip I ever had! The brakes went to the floor and the Fordomatic barfed out its fluid down the driveway, eating up the asphalt!

GRAPES OF WRATH (Cont.)

I am now committed to making a "daily driver" out of it.

One of my friends(?) said the salvage yard probably used it to haul the torches around when they cut a part off a wreck, and when it quit said, "Eat your heart out!"

When I bought the Futura, the man who sold it gave me *Falcon News* issues back to 1983. I spent several hours going through them and now I feel like an old timer. Will let you folks know how I progress as I'm keeping a detailed log of expenses, etc. I'm doing it *all* except for upholstery.



Peter Shutts
Miami, FL

REST IN PEACE

From member Ron Grant of Canada.

This is to report - sadly - the demise of my 1964 Falcon sedan. Actually, it was "resurrected" once before. I bought it after the rear leaf had pushed past the broken frame into the trunk in 1982 for \$60. The previous owner had declared it unfixable. However, with only 30,000 miles and admittedly large rust holes in only the "natural" places (fender tips, rear quarters, wheel wells) I couldn't see how it deserved the crusher, so I saved it. A month or so of sheet metal, pop rivets and a friend's electric welding prepared it for a quicky home spray job in the best color to hide lumpy bodywork — black. As you can see from the photo — it didn't look too bad for a total investment of \$250! Well, it provided sterling duty for over two years to work every day — even took me on a 1600 mile return trip to Ohio in mid-winter without missing a beat.

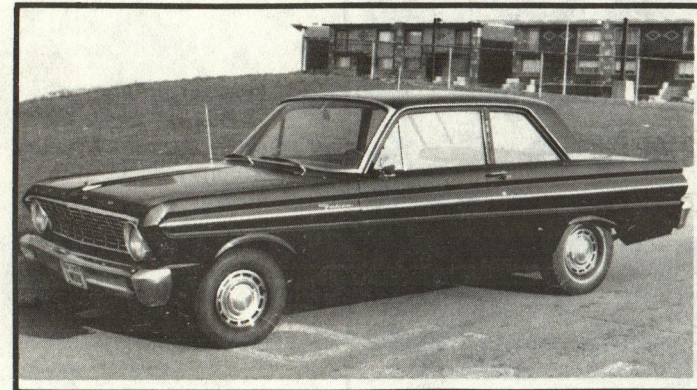
| 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 |
|--------|------|------|--------|--------|--------|--------|
| 4,196 | INA | INA | 1,697 | VNA | VNA | VNA |
| 988 | INA | INA | 318 | VNA | VNA | VNA |
| 44,059 | VNA | VNA | 21,434 | 31,983 | VNA | VNA |
| 2,741 | VNA | VNA | VNA | VNA | VNA | VNA |
| 1,770 | VNA | VNA | VNA | VNA | VNA | VNA |
| 90 | VNA | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | 69,806 | 75,179 |
| VNA | VNA | VNA | VNA | 1,929 | 4,665 | 6,533 |
| VNA | VNA | VNA | VNA | 2,207 | 6,337 | 8,471 |
| VNA | VNA | VNA | VNA | 111 | 1,077 | 846 |
| 3,621 | VNA | VNA | 3,249 | VNA | VNA | VNA |
| 138 | VNA | VNA | 299 | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | 5,933 | 14,383 | 16,192 |
| 6,289 | VNA | VNA | 3,752 | VNA | VNA | VNA |
| 812 | VNA | VNA | 268 | 800 | 1,774 | 1,884 |
| 1,495 | VNA | VNA | 492 | VNA | VNA | VNA |
| 215 | VNA | VNA | 23 | VNA | VNA | VNA |
| VNA | VNA | VNA | 618 | VNA | VNA | VNA |
| VNA | VNA | VNA | 24 | VNA | VNA | VNA |
| VNA | VNA | VNA | 23,009 | VNA | VNA | VNA |
| VNA | VNA | VNA | 1,027 | VNA | VNA | VNA |
| VNA | VNA | VNA | 357 | VNA | VNA | VNA |
| VNA | VNA | VNA | 41 | VNA | VNA | VNA |
| VNA | VNA | VNA | 3,434 | VNA | VNA | VNA |
| VNA | VNA | VNA | 563 | VNA | VNA | VNA |
| VNA | VNA | VNA | 821 | VNA | VNA | VNA |

| ECONOLINE TYPE | 1960 | 1961 | 1962 | 1963 |
|----------------|------|------|------|------|
| 89R CT CG ES | VNA | VNA | VNA | VNA |
| 89S ST PA ES | VNA | VNA | VNA | VNA |
| 89S CT ES | VNA | VNA | VNA | VNA |

| TOTAL VEHICLES | 1960 | 1961 | 1962 | 1963 |
|---------------------|---------|---------|---------|---------|
| 2 DR SEDAN | 193,470 | 194,502 | 160,661 | 97,648 |
| 4 DR SEDAN | 167,896 | 159,761 | 126,041 | 94,101 |
| 2 DR HARDTOP | VNA | VNA | VNA | 38,975 |
| CONVERTIBLE | VNA | VNA | VNA | 35,794 |
| 2 DR STATION WAGON | 27,552 | 32,045 | 20,025 | 11,591 |
| 4 DR STATION WAGON | 46,758 | 87,933 | 89,402 | 50,230 |
| 2 DR SEDAN DELIVERY | VNA | VNA | UNK | 1,038 |
| RANCHERO | VNA | VNA | UNK | 18,533 |
| TOTAL LESS CW | 435,676 | 474,241 | 396,129 | 347,910 |
| CLUB WAGON | VNA | 15,082 | 18,153 | 14,710 |
| TOTAL FALCONS | 435,676 | 489,323 | 414,282 | 362,620 |
| FALCON CLUB WAGON | VNA | 15,082 | 18,153 | 14,710 |
| ECONOLINE PICKUP | VNA | VNA | VNA | 11,394 |
| ECONOLINE VAN | VNA | VNA | VNA | 59,026 |
| TOTAL ECONOLINES | VNA | VNA | VNA | 70,420 |
| TOTAL CW & EL | VNA | 15,082 | 18,153 | 85,130 |

Well, all that is in the past now as a neighborhood teenaged driver found the center of the front grill while pulling out from behind his hedge early one Monday morning. The impact managed to accelerate the degradation of the rusting front subframe to the point where it was really unfixable. So I've had to move on — to another Falcon of course — this time a '63 Futura V-8 4-speed!

And what about "Black Beauty"? I decided it had led too courageous a life to die at the junkyard. So we took the welding torch to it — and the entire left side now hangs proudly on the wall of my small motors shop at the high school where I work!



*Ron Grant
Canada*

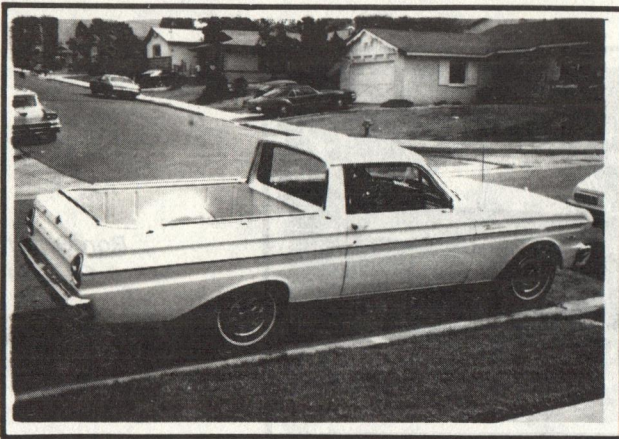
I thought you might be interested in what a Falcon from Canada looks like, so I enclosed a picture of my '67 4dsdn. It now has 142,400 miles on its 200 6-cylinder. It runs as good as new.



*Douglas Fischer
FCA # 1819
Victoria B.C.
Canada*

FEATURE FALCONS

Here is a picture of my 1965 Ranchero. It is a 66H model, bucket seats with the console, factory 4-speed and it is designated an 'A' series or a factory 225 horsepower 289 4-barrell engine. According to Ford production figures, there were 990 66H models. If, according to their figures, 5% of them had the 4-speed manual transmission, and if half of those had the factory 4bbl. carb., is it a collectable? Have you any idea how many Falcons have the 'A' stamped in the fender for the 4bbl. 289 engine?



Ken Overmiller
500 Ruxton Ave.
Spring Valley,
CA 92077



1962 Tudor Sedan
Bernard Russelman
Haskell, NJ

[illegible]

THE GOOD OLD DAYS

From an ad sent by Dennis Pierson, Oviedo, FL

If You Have Given Thought To Buying A Car (New or Used)
In The Next Twelve Months Read This . . .

SALE

Every Car Priced Under Dealer Invoice Cost

1962 Falcon 2-door Sedan, \$1599. \$99 down, \$49.76 per mo. The Falcon by Ford remains the undisputed economy "leader" of compact cars — 102 Falcons in our fleet to choose from: Futuras, four doors, station wagons, and models with heaters and automatic transmissions, some higher but still sales priced under dealer invoice cost.

1962 Corvair "500" 2-door Sedan, \$1599. \$99 down, \$49.76 per mo. Corvair by Chevrolet — the pace setter in styling in compact cars — 96 Corvairs in our fleet to choose from: 4 doors, Monzas (some with air), and models with automatic transmission, some higher but still sale priced under dealer invoice cost.

1962 Valiant 2-door Sedan, \$1599. \$99 down, \$49.76 per mo. Valiant! The sales leader of Chrysler Corporation — over half of our 57 Valiants are the all new Signet Hardtop — the only hardtop of low-priced compacts — Signets, 4 doors, station wagons or models with automatic transmission and heaters are some higher but still priced under dealer invoice cost.

1962 Comet 2-door Sedan, \$1699. \$99 down, \$53.08 per mo. Comet! Ford Motor Company's luxury compact entry into the small car field. Luxurious interiors, fancy dash appointments — extra power and at Kings Sale only \$100.00 more than Falcon and Corvair — 40 Comets to choose from — 4 doors, S-22's, and models with automatic transmission or heaters some higher but still sales priced under dealer invoice cost.

1962 Chevy II 2-door Sedan, \$1699. \$99 down, \$53.08 per mo. The new, all new Chevy II. Many with new economy plus 4-cylinder engine. We have 49 Chevy II's for sale — Several station wagons and hardtops all sales priced under dealer invoice cost.

483 1962 Models on Sale — 14 Different Makes

| 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 |
|--------|----------------|--------|-------|--------|--------|--------|
| 285 | VNA | VNA | VNA | VNA | VNA | VNA |
| 13,220 | VNA | VNA | VNA | VNA | VNA | VNA |
| VNA | 6,091 6,191 | VNA | VNA | VNA | VNA | VNA |
| VNA | 124 | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| 2,980 | VNA | VNA | VNA | VNA | VNA | VNA |
| 3,652 | 300 | VNA | VNA | VNA | VNA | VNA |
| 626 | VNA | VNA | VNA | VNA | VNA | VNA |
| 6,034 | 4,891 | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | 4,552 | 10,761 | 7,203 | 1,005 |
| VNA | VNA | VNA | VNA | VNA | 11,568 | VNA |
| 17,779 | 14,911 | 16,653 | 5,553 | 15,576 | VNA | 1,624 |
| VNA | VNA | VNA | VNA | VNA | VNA | 10,539 |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| 20,697 | 12,548 | 13,574 | VNA | VNA | VNA | VNA |
| 6,766 | 6,703 | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| 776 | UNK | VNA | VNA | VNA | VNA | VNA |
| 98 | UNK | VNA | VNA | VNA | VNA | VNA |
| 9,916 | UNK | FNA | VNA | VNA | VNA | VNA |
| 7,165 | UNK | FNA | VNA | VNA | VNA | VNA |
| 235 | UNK | FNA | VNA | VNA | VNA | VNA |

| FALCON | 1960 | 1961 | 1962 | 1963 |
|---------------------|--------|--------|--------|--------|
| 63H FU BS LC | VNA | VNA | VNA | VNA |
| CONVERTIBLE | | | | |
| 76A ST | VNA | VNA | VNA | 18,942 |
| 76A FU | VNA | VNA | VNA | VNA |
| 76B FU BS | VNA | VNA | VNA | 12,250 |
| 76B SR | VNA | VNA | VNA | 4,602 |
| 76B ST BS | VNA | VNA | VNA | VNA |
| 76D SR BS | VNA | VNA | VNA | VNA |
| 76E SR BE | VNA | VNA | VNA | VNA |
| 2 DOOR STATION WG | | | | |
| 59A ST | 27,552 | 32,045 | 20,025 | 7,322 |
| 59B DX | VNA | VNA | VNA | 4,269 |
| 71B FU | VNA | VNA | VNA | VNA |
| 71D ST | VNA | VNA | VNA | VNA |
| 4 DOOR STATION WG | | | | |
| 71A ST | 46,758 | 87,933 | 66,819 | 18,484 |
| 71D FL (70½) | VNA | VNA | VNA | VNA |
| 71B SQ | VNA | VNA | 22,583 | VNA |
| 71B DX | VNA | VNA | VNA | 23,477 |
| 71C SQ | VNA | VNA | VNA | 6,808 |
| 71D SQ BS | VNA | VNA | VNA | 1,461 |
| 2 DR SEDAN DELIVERY | | | | |
| 78A ST | VNA | VNA | VNA | 925 |
| 78B DX | VNA | VNA | VNA | 113 |
| RANCHERO | | | | |
| 66A ST | VNA | VNA | VNA | 12,218 |
| 66B DX | VNA | VNA | VNA | 6,315 |
| 66H DX BS | VNA | VNA | VNA | VNA |

MY FAVORITE FALCON

I was stationed in Texas with Uncle Sam in 1964, and decided Army life would be a little more bearable, if I had a car. So my choice was a Ford, and my military pay made it a Falcon. This was my *first* new car, and I haven't regretted it in my 21 years of ownership.

My Falcon has taken my many places, and also some very important events have taken place with me and my Falcon. This is the car that I dated my wife in, the car that I took my wife in to the hospital on two different times to have our two daughters, and of course, my Falcon was the *first* car both our daughters rode in for the very first time in their lives.

Some of the more interesting places my Falcon and I have traveled, were to the World's Fair in New York in 1965, the top of Mt. Washington in New Hampshire, and all the way down to Key West, Florida. All in all, this has included some 20 states and Canada.

At the present time, I have 247,000 miles on my 1964 Falcon, and still enjoying it as much as the very first day.



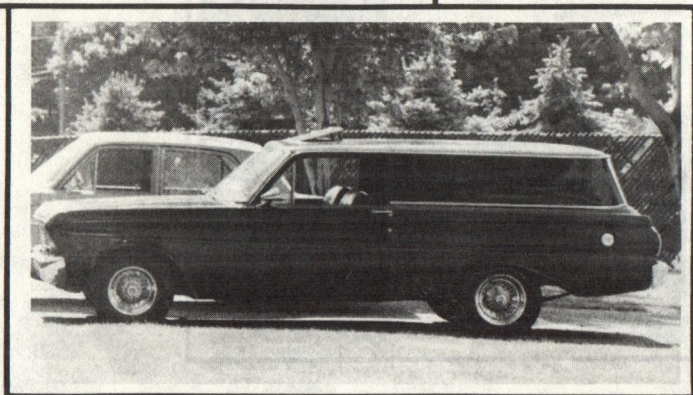
Lyle E. Holman
Butler, IN

In the September issue of *The Falcon News* there was an article about the most miles on a Falcon. Well, it's about time I sent in my pictures and story.

My '65 wagon was bought in nice condition for \$850, with 80,000 miles on it (109,030 now). My '64 Sedan Delivery was bought laying flat on the ground. Needless to say, no floor, and 187,000 miles on it. That was six years ago — it has 250,000 now. The car was used (I mean used) by a construction company. At some time in its life the delivery was painted blue with a paint brush and roller. Six gallons of Zip Strip and four hours of sand blasting got it ready for painting. After the body work, I did a custom interior. It took two first place trophies as a "Custom Sedan Delivery".

There are about 20 Falcon lovers in my area and we had our first Falcon meeting October 12 at the Jamesway Shopping Center in Doylestown, PA.

From R. Adam Sidle, Doylestown, PA



| 1964 | 1965 | 1966 | 1967 | 1968 | 1969 | 1970 |
|--------|--------|--------|--------|--------|------------------|--------|
| 36,441 | 35,858 | VNA | 16,082 | 36,443 | 29,262 29,263 | 4,373 |
| VNA | VNA | 41,432 | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | 26,071 |
| 16,621 | 11,670 | VNA | VNA | 10,633 | 6,482 | 1,129 |
| VNA | VNA | 21,997 | 6,287 | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| 212 | VNA | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | 20,289 | 7,053 | VNA | 5,931 | VNA |
| VNA | VNA | VNA | VNA | 10,077 | VNA | VNA |
| 28,411 | 13,824 | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| 27,722 | 30,186 | 34,685 | 13,554 | 29,166 | 22,719 | 5,301 |
| VNA | VNA | VNA | VNA | VNA | VNA | 30,443 |
| 38,032 | 33,985 | 34,039 | 11,254 | 18,733 | 11,850 | 2,262 |
| 26,532 | 13,850 | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| 32,608 | 24,451 | VNA | VNA | VNA | VNA | VNA |
| 8,322 | 1,303 | VNA | VNA | VNA | VNA | VNA |
| VNA | VNA | VNA | VNA | VNA | VNA | VNA |
| 10,001 | 2,806 | VNA | VNA | VNA | VNA | VNA |
| 3,829 | VNA | VNA | VNA | VNA | VNA | VNA |

| FALCON | 1960 | 1961 | 1962 | 1963 |
|----------------|---------|---------|---------|--------|
| 2 DOOR SEDAN | | | | |
| 62A ST | VNA | VNA | VNA | 70,630 |
| 62A ST CB CP | VNA | VNA | VNA | VNA |
| 62A FL (70½) | VNA | VNA | VNA | VNA |
| 62B FU | VNA | VNA | VNA | 16,674 |
| 62B FU CB CP | VNA | VNA | VNA | VNA |
| 62C FU SP | VNA | VNA | 17,011 | VNA |
| 62C FU BS | VNA | VNA | VNA | 10,344 |
| 62C SP CP BS | VNA | VNA | VNA | VNA |
| 62C CP BS | VNA | VNA | VNA | VNA |
| 62D DX | VNA | VNA | VNA | VNA |
| 64A | 193,470 | 149,982 | VNA | VNA |
| 64A FU | VNA | 44,470 | VNA | VNA |
| 64A FU SP | VNA | VNA | 143,650 | VNA |
| 64C EY | VNA | 50 | VNA | VNA |
| 4 DOOR SEDAN | | | | |
| 54A ST | VNA | VNA | VNA | 62,365 |
| 54A FL (70½) | VNA | VNA | VNA | VNA |
| 54B FU | VNA | VNA | VNA | 31,736 |
| 54D DX | VNA | VNA | VNA | VNA |
| 58A | 167,896 | 159,761 | VNA | VNA |
| 58A FU SP | VNA | VNA | 126,041 | VNA |
| 2 DOOR HARDTOP | | | | |
| 63B FU | VNA | VNA | VNA | 17,524 |
| 63C FU BS | VNA | VNA | VNA | 10,972 |
| 63C SR | VNA | VNA | VNA | 10,479 |
| 63D SR BS | VNA | VNA | VNA | VNA |
| 63E SR BE | VNA | VNA | VNA | VNA |

Both these Falcons won prizes at the Bell Ford Agency's car show in Phoenix, AZ, sponsored by the Mustang Club of Phoenix. They are owned by Glen W. Beam, an FCA member from Phoenix.



1965 Ford Ranchero
1st Place &
Best of Show
Featured in Ray
Miller's Falcon book



1965 Ford Falcon
Convertible
3rd Place

ABBREVIATIONS USED FOR VEHICLE STYLE AND PRODUCTION INFORMATION

| | | | |
|-----------------|------------------------|-----------------|-------------------------------|
| BE BENCH | CW CLUB WAGON | FU FUTURA | SQ SQUIRE |
| BN BUSINESS | DE DELIVERY | HT HARDTOP | SR SPRINT |
| BS BUCKET SEATS | DP DISPLAY | LC LESS CONSOLE | ST STANDARD |
| BU BUS | DR DOOR | PA PANEL | VA VAN |
| CB CLUB | DX DELUXE | PU PICKUP | WD WINDOW |
| CG CARGO | EC ECONO | RA RANCHERO | WG STATION WAGON |
| CH CHATEAU | EL ECONOLINE | RG REGULAR | FNA FIGURES NOT AVAILABLE |
| CP COUPE | ES EXTENDED LOAD SPACE | SA STATION | VNA VEHICLE NOT AVAILABLE |
| CT CUSTOM | EY ECONOMY | SD SEDAN | INA INFORMATION NOT AVAILABLE |
| CV CONVERTIBLE | FL FAIRLANE | SP SPORT | UNK UNKNOWN |

PRODUCTION FIGURES

Production figures may be quoted in reference material and articles in either production or calendar years. Figures appearing in this chart are production year figures. If information was found that showed a vehicle was produced but no figures could be found - this was indicated by: Figures Not Available (FNA). If no information was found showing that a vehicle was produced - this was indicated by: Vehicle Not Available (VNA). If it appeared a vehicle was produced but could not be confirmed - this was indicated by: Information Not Available (INA). If no information could be located - this was indicated by: Unknown (UNK). If different figures were found for the same style/year then both were indicated - the preferred number is the one in the lower portion of that block. I hope this helps you.

Duane E. Tozler, Member 1911